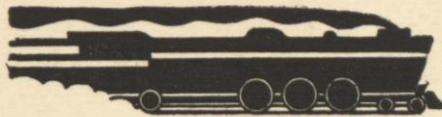
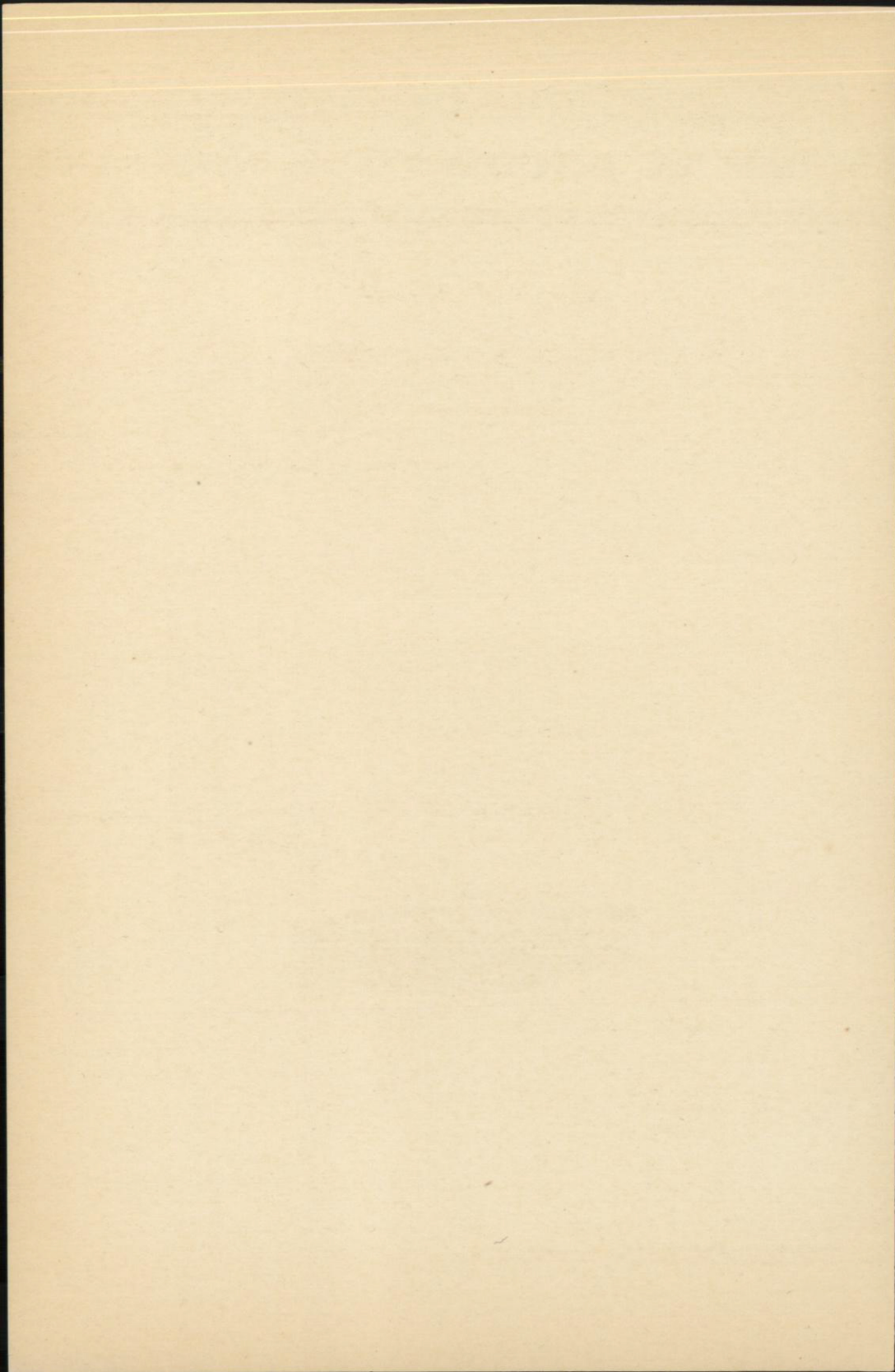

AMERICAN LOCOMOTIVE COMPANY

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REPORT FOR THE FISCAL YEAR ENDED DECEMBER 31, 1929



TWENTY-EIGHTH ANNUAL REPORT

AMERICAN LOCOMOTIVE COMPANY

December 31, 1929

AMERICAN LOCOMOTIVE COMPANY

General Offices of the Company • 30 Church Street, New York

TRANSFER AGENTS AND DIVIDEND DISBURSING AGENTS

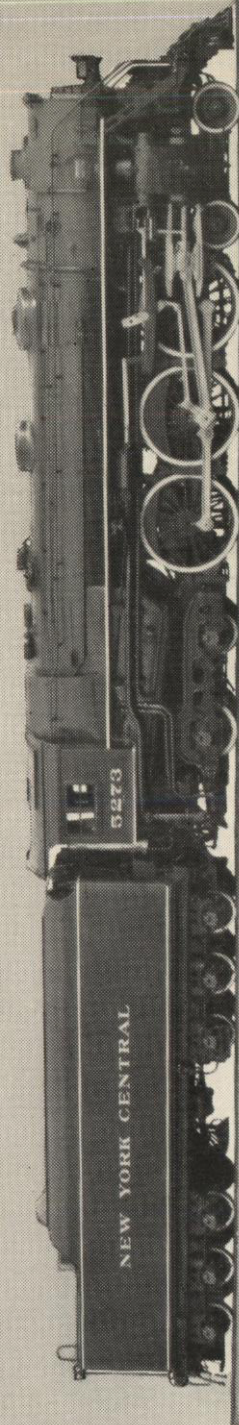
Bankers Trust Company • • 16 Wall Street, New York

REGISTRAR OF STOCK

The Guaranty Trust Company of New York • 140 Broadway, New York

LOCATION OF PLANTS

Schenectady Works	•	Schenectady, New York
Brooks Works	• • •	Dunkirk, New York
Richmond Works	• • •	Richmond, Virginia
Montreal Works	• • •	Montreal, Canada
Accessories Plant	• • •	Richmond, Virginia



The Hudson type, the standard motive power for the Twentieth Century Limited and other famous trains running on the New York Central Lines.

AMERICAN LOCOMOTIVE COMPANY

DIRECTORS

LEWIS L. CLARKE	New York
JOSEPH DAVIS	New York
WILLIAM C. DICKERMAN	New York
JOSEPH B. ENNIS	New York
DUNCAN W. FRASER	New York
CHARLES HAYDEN	New York
ALEXANDER S. HENRY	New York
GEORGE B. MOTHERAL	Pittsburgh, Pa.
JOHN P. MUNN	New York
SEWARD PROSSER	New York
FREDERICK H. STEVENS	Cazenovia, New York
ALBERT H. WIGGIN	New York
WILLIAM H. WOODIN	New York

EXECUTIVE COMMITTEE

WILLIAM H. WOODIN	
WILLIAM C. DICKERMAN	CHARLES HAYDEN
LEWIS L. CLARKE	ALBERT H. WIGGIN

OFFICERS

WILLIAM H. WOODIN	Chairman of the Board
WILLIAM C. DICKERMAN	President
JOSEPH DAVIS	Executive Vice-President
JOSEPH B. ENNIS	Vice-President, Engineering
DUNCAN W. FRASER	Vice-President, Manufacturing
FRANK J. FOLEY	Vice-President, Sales
NORMAN C. NAYLOR	Vice-President
J. OAKLEY HOBBY, JR.	Treasurer
F. PIERCE BRENT	Comptroller
JOHN D. FINN	Secretary
HARRY S. BANGHART	Asst. Treasurer and Asst. Secretary
WILLIAM K. FARRELL	General Purchasing Agent

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MONTREAL LOCOMOTIVE WORKS, LIMITED

Canadian Pacific Express Building, Montreal, Canada

DIRECTORS

CHARLES C. BALLANTYNE	Montreal, Canada
LEWIS L. CLARKE	New York
JOSEPH DAVIS	New York
WILLIAM C. DICKERMAN	New York
FRANK J. FOLEY	New York
DUNCAN W. FRASER	New York
SIR CHARLES B. GORDON	Montreal, Canada
CHARLES HAYDEN	New York
ALBERT H. WIGGIN	New York
WILLIAM H. WOODIN	New York

EXECUTIVE COMMITTEE

WILLIAM H. WOODIN	
WILLIAM C. DICKERMAN	CHARLES HAYDEN
LEWIS L. CLARKE	ALBERT H. WIGGIN

OFFICERS

WILLIAM H. WOODIN	Chairman of the Board
WILLIAM C. DICKERMAN	President
JOSEPH DAVIS	Executive Vice-President
JOSEPH B. ENNIS	Vice-President, Engineering
DUNCAN W. FRASER	Vice-President, Manufacturing
FRANK J. FOLEY	Vice-President, Domestic Sales
ALEXANDER M. HAMILTON	Foreign Sales Manager
J. OAKLEY HOBBY, JR.	Treasurer
F. PIERCE BRENT	Comptroller
JOHN D. FINN	Secretary
HARRY S. BANGHART	Asst. Treasurer and Asst. Secretary
WILLIAM K. FARRELL	General Purchasing Agent

RAILWAY STEEL-SPRING COMPANY

30 Church Street, New York

DIRECTORS

WILLIAM C. DICKERMAN	New York
FRANK J. FOLEY	New York
ALEXANDER S. HENRY	New York
EDWARD McCORMICK	New York
WILLIAM H. WOODIN	New York

OFFICERS

WILLIAM H. WOODIN	Chairman of the Board
ALEXANDER S. HENRY	President
EDWARD McCORMICK	Vice-President
JOSEPH DAVIS	Vice-President
NORMAN C. NAYLOR	Vice-President
MELVILLE B. PARKER	Secretary
J. OAKLEY HOBBY, JR.	Treasurer
F. PIERCE BRENT	Comptroller
CHESTER K. SHREVE	Assistant Secretary
HARRY S. BANGHART	Assistant Treasurer

LOCATION OF PLANTS

Steel Tire and Steel-Tired Wheel Plants

LATROBE WORKS	Latrobe, Pa.
INTER-OCEAN WORKS	Chicago Heights, Ill.

SPRING PLANTS

FRENCH WORKS	Latrobe, Pa.
ST. LOUIS WORKS	East St. Louis, Ill.
CHICAGO WORKS	Chicago Heights, Ill.

CANADIAN STEEL-TIRE AND WHEEL COMPANY, LTD.

Canadian Pacific Express Building, Montreal, Canada

DIRECTORS

WILLIAM C. DICKERMAN	New York
FRANK J. FOLEY	New York
ALEXANDER S. HENRY	New York
EDWARD McCORMICK	New York
WILLIAM H. WOODIN	New York

OFFICERS

WILLIAM H. WOODIN	Chairman of the Board
ALEXANDER S. HENRY	President
EDWARD McCORMICK	Vice-President
JOSEPH DAVIS	Vice-President
MELVILLE B. PARKER	Secretary
J. OAKLEY HOBBY, JR.	Treasurer
F. PIERCE BRENT	Comptroller
CHESTER K. SHREVE	Assistant Secretary
HARRY S. BANGHART	Assistant Treasurer

LOCATION OF PLANT

MONTREAL WORKS	Montreal, Canada
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AMERICAN LOCOMOTIVE SALES CORPORATION

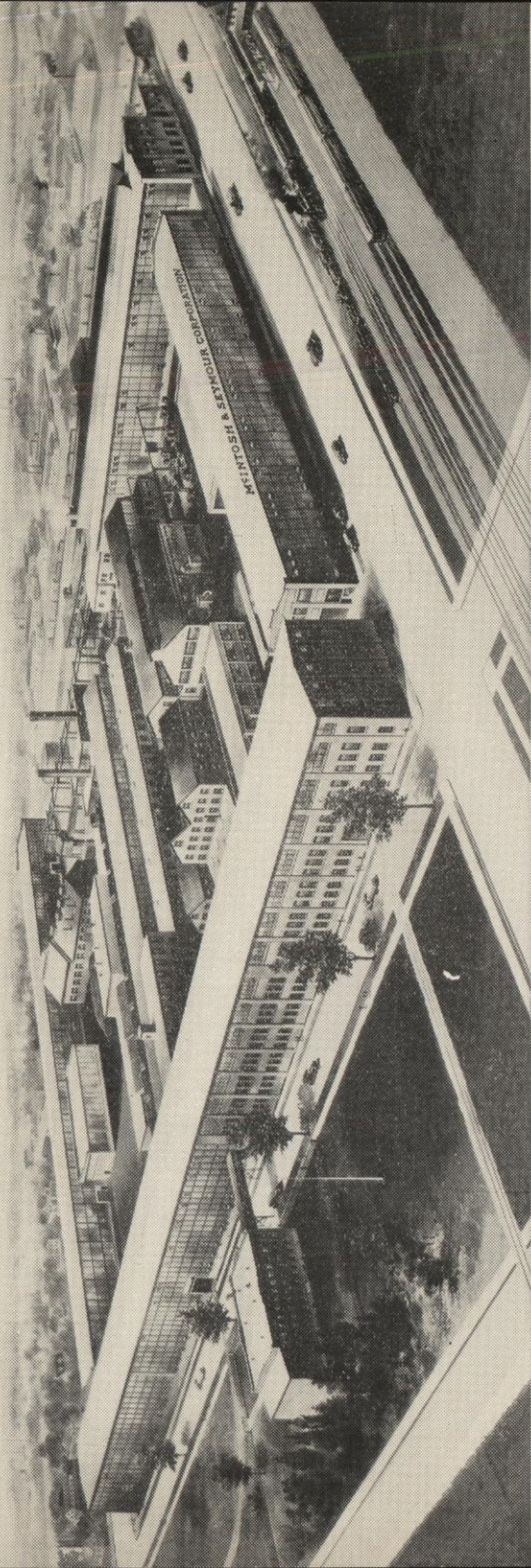
30 Church Street, New York

DIRECTORS

OSCAR B. CINTAS	New York
JOSEPH DAVIS	New York
WILLIAM C. DICKERMAN	New York
J. OAKLEY HOBBY, JR.	New York
WILLIAM H. WOODIN	New York

OFFICERS

WILLIAM H. WOODIN	Chairman of the Board and President
JOSEPH DAVIS	Executive Vice-President
ALEXANDER M. HAMILTON	Foreign Sales Manager
J. OAKLEY HOBBY, JR.	Treasurer
F. PIERCE BRENT	Comptroller
JOHN D. FINN	Secretary
HARRY S. BANGHART	Asst. Treasurer and Asst. Secretary



The Plant of McIntosh & Seymour Corporation, Auburn, New York

McINTOSH & SEYMOUR CORPORATION

Auburn, New York

DIRECTORS

ALFRED E. BALLIN	Auburn, New York
JOSEPH DAVIS	New York
WILLIAM C. DICKERMAN	New York
JOSEPH B. ENNIS	New York
FRANK J. FOLEY	New York
DUNCAN W. FRASER	New York
JAMES A. SEYMOUR	Auburn, New York
HENRY T. SHERMAN	Auburn, New York
JOHN THOMAS	New York
WILLIAM H. WOODIN	New York

EXECUTIVE COMMITTEE

WILLIAM H. WOODIN	
WILLIAM C. DICKERMAN	ALFRED E. BALLIN

OFFICERS

WILLIAM C. DICKERMAN	Chairman of the Board
WILLIAM H. WOODIN	Chairman of the Executive Committee
ALFRED E. BALLIN	President
HENRY T. SHERMAN	Vice-President and Treasurer
HARTE COOKE	Assistant Treasurer
J. OAKLEY HOBBY, JR.	Assistant Treasurer
JOHN D. FINN	Secretary
B. B. STEINBACH	Assistant Secretary

LOCATION OF PLANT

Auburn, New York

CONSOLIDATED INCOME AND SURPLUS ACCOUNTS

American Locomotive Company and its Subsidiaries
For the year ended December 31, 1929

CONSOLIDATED INCOME ACCOUNT

Net earnings from all sources, after deducting manufacturing, maintenance and administrative expenses	\$8,796,039.81
Depreciation on plants and equipment	1,430,489.08
	<u>\$7,365,550.73</u>
Accrual for Federal taxes	514,250.00
Profit for the year	<u><u>\$6,851,300.73</u></u>

CONSOLIDATED SURPLUS ACCOUNT

Surplus, December 31, 1928	\$23,531,312.26
Capital surplus acquired through purchase of McIntosh & Seymour Corporation	613,782.19
Profit for the year ended December 31, 1929	6,851,300.73
	<u>\$30,996,395.18</u>
Dividends—Preferred stock	\$2,695,000.00
Common stock	<u>6,160,000.00</u>
	8,855,000.00
Surplus December 31, 1929	<u><u>\$22,141,395.18</u></u>

TO THE STOCKHOLDERS:

The Board of Directors submits the report of the business of the Company for the fiscal year ended December 31, 1929. The Consolidated Income Account for the year will be found on the opposite page and the Consolidated Balance Sheet as of December 31, 1929 on pages 14 and 15.

The profit, after depreciation of \$1,430,489.08 and all other charges, was \$6,851,300.73 for the year. After providing for the annual dividends of 7 per cent on the Preferred stock, amounting to \$2,695,000, there remained of the year's profits \$4,156,300.73, which is equivalent to \$5.40 per share on the 770,000 shares of Common stock outstanding. These results compare with a total earned profit of \$4,171,295.70 for the year 1928, equal after payment of Preferred dividends to \$1.92 per share on the Common stock.

The demand for new locomotives by the railroads in the United States showed a marked improvement during 1929 over the abnormally poor locomotive business of 1928. The betterment and replacement programs of the railroads for 1930, recently published, encourage the belief that new locomotive buying during 1930 will not compare unfavorably in volume with that of the past year. On January 1, 1930, the unfilled orders on the books of the Company amounted to \$17,834,363, as compared with \$18,978,879 on hand January 1, 1929.

During the year four regular quarterly dividends each of \$1.75 per share, amounting to \$2,695,000, were paid on the 385,000 shares of Preferred stock outstanding, and four quarterly dividends each of \$2.00 per share, amounting to \$6,160,000, were paid on the 770,000 shares of Common stock, making in all \$8,855,000 of dividends paid during the year.

The full Preferred stock dividends, amounting to \$2,695,000, were paid out of the profits for the year. Of the requirements for the dividends on the Common stock, \$4,156,300.73 was paid from current earnings and \$2,003,699.27 was drawn from the surplus

accumulated in previous years. The balance in the surplus account on December 31, 1929 was \$22,141,395.18.

During the year the Company acquired 97 per cent of the capital stock of the McIntosh & Seymour Corporation of Auburn, N. Y., an old, well established concern and a leader in the manufacture of Diesel engines for marine, stationary and rail transportation purposes. The McIntosh & Seymour Corporation will operate as a separate company and its activities in Diesel engine development will continue to cover a broad field of service. This investment will enable the Locomotive Company to keep abreast of and to take a leading part in Diesel engine developments which relate to the transportation problems of the country's railroads.

The General Steel Castings Corporation, the Company's interest in which has been referred to in preceding reports, acquired during the year the plant and business of the Commonwealth Steel Company of Granite City, Illinois, a highly successful business specializing in the production of large steel castings, mostly of patented design, for use in locomotives and cars.

During the year your Company sold to the General Steel Castings Corporation its steel casting foundry located at Chester, Pa., payment for which was made in the Common stock of the latter Company. The American Locomotive Company now owns 160,000 shares of the Common capital stock of the General Steel Castings Corporation.

The investments by the Company in the General Steel Castings Corporation and the McIntosh & Seymour Corporation required no new financing, as the Company had available a large surplus of funds, accumulated from the earnings of previous years, amply in excess of the current working capital needs of the business.

The excess of current assets over current liabilities on December 31, 1929 was \$34,276,103.02. The Company had no loans payable and had in its treasury \$19,103,464.36 in cash and marketable securities, of which \$7,588,756.56 was in United States Gov-

ernment obligations; \$4,987,444.38 in Railroad Equipment Trust certificates; \$1,538,434.00 in Canadian Government bonds; \$623,841.02 in other securities, and \$4,364,988.40 in cash on hand and in banks.

The Consolidated Mortgage Gold Bonds of the Richmond Locomotive and Machine Works, amounting to \$432,000, which matured April 1, 1929, were paid in full on that date and the Richmond Locomotive Works was formally dissolved as a Corporation June 6, 1929.

It is with profound regret that we record the death of Mr. Lester S. Carroll, Vice-President in charge of Purchases, on November 14, 1929.

On April 18, 1929, Mr. William H. Woodin was elected Chairman of the Board and Mr. William C. Dickerman was elected President of the Company. Mr. Dickerman was formerly Vice-President of the American Car and Foundry Company, in charge of operations.

On November 27, 1929, Mr. William K. Farrell was appointed General Purchasing Agent.

Effective January 9, 1930, Mr. John D. Finn was appointed Secretary of the Company; Mr. Harry S. Banghart was appointed Assistant Secretary and Mr. Norman C. Naylor was appointed Vice-President.

Effective February 6, 1930, Mr. Joseph Davis was appointed Executive Vice-President and Mr. F. Pierce Brent was appointed Comptroller.

Respectfully submitted for the Board of Directors.

WILLIAM H. WOODIN, Chairman

March 6, 1930.

CONSOLIDATED GENERAL BALANCE SHEET

of the American Locomotive Company and Subsidiaries

As of December 31, 1929

ASSETS

Cost of property (less depreciation reserves — \$16,307,115.74) \$ 56,853,929.37

Investments—

General Steel Castings Corporation.....	8,000,000.00	
Other Investments.....	<u>2,267,256.49</u>	10,267,256.49

Current assets—

Cash on hand and in banks.....		4,364,988.40
United States Liberty Loan bonds.....	2,511,763.75	
United States Treasury bonds.....	<u>5,076,992.81</u>	7,588,756.56

Dominion of Canada Refunding Loan bonds.....		1,538,434.00
Railroad Equipment Trust certificates.....		4,987,444.38
Other securities.....		<u>623,841.02</u>

Total Cash and Marketable securities.....		\$ 19,103,464.36
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Accounts receivable.....		8,447,250.73
Notes receivable.....		1,204,123.71
Accrued Interest.....		<u>410,362.89</u>

Total Accounts and Notes receivable.....		\$ 10,061,737.33
Less Reserves for doubtful accounts.....		<u>194,002.62</u>

		<u>\$ 9,867,734.71</u>
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Inventories—

Materials and supplies.....	\$ 4,585,804.78
Contract work in process.....	4,561,889.86
Locomotives and other finished products.....	<u>652,331.23</u>

Total Inventories.....	\$ 9,800,025.87
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Total Current assets.....	\$ 38,771,224.94
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Sundry deferred charges.....	<u>106,025.83</u>
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Notes discounted (per contra).....	<u>243,280.88</u>
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	<u><u>\$106,241,717.51</u></u>
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CONSOLIDATED GENERAL BALANCE SHEET

of the American Locomotive Company and Subsidiaries

As of December 31, 1929

LIABILITIES

Capital stock—

Preferred (par value \$100 per share)	
Authorized and outstanding—385,000 shares.....	\$38,500,000.00
Common (no par value)	
Authorized and outstanding—770,000 shares.....	38,500,000.00
	<u>\$77,000,000.00</u>

Current liabilities—

Accounts payable	\$3,563,517.32
Unclaimed interest and dividends	6,401.75
Sundry accrued expenses.....	151,437.94
Reserves for United States and Canadian income taxes.....	579,264.61
Reserve for State Franchise taxes.....	194,500.30

Total Current liabilities.....	<u>\$4,495,121.92</u>
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Endorsements (per Contra).....	243,280.88
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Reserves for contingencies including accident indemnity and other items	1,966,153.18
Minority interest in McIntosh & Seymour Corporation	85,070.87
Reserves for additions and betterments	310,695.48
Surplus December 31, 1929.....	<u>22,141,395.18</u>
	<u>\$106,241,717.51</u>

We have examined the books of account and record of the AMERICAN LOCOMOTIVE COMPANY and its Subsidiary Companies as of December 31, 1929, and WE HEREBY CERTIFY that, in our opinion, the above Consolidated General Balance Sheet correctly sets forth the financial condition of the combined companies and the accompanying Consolidated Income and Surplus Account is correct.

LESLIE, BANKS & CO.,

February 26, 1930

Accountants.

